



# COAST GUARD BULLETIN

MAY 1948

CG 134



VOL. 3

NO. 35



C  
B

Put

☆

Be

wa  
the  
it  
ex  
ing  
pli  
wi

rea  
pa  
the  
Op  
ate  
ma

sci  
19

Co  
to  
of  
lin  
er

an

th  
fo

U  
U

be  
si  
of  
A  
th  
M

# COAST GUARD BULLETIN...



Published monthly with the approval of the Director of the Budget  
Washington • May 1948

☆ ☆ ☆ ☆ ☆ ☆ ☆

## Bering Sea Operation—1948

Although conditions at present do not warrant resumption in its entirety of the Bering Sea Patrol, inactive since 1941, it has been determined that the need exists for a cruise in the Aleutian-Bering Sea area such as could be accomplished by the Coast Guard Cutter *Northwind*, operating from May to September.

Consequently, the *Northwind* has been readied for sea. She is scheduled to depart 1 May 1948, or soon thereafter, for the purpose of executing Bering Sea Operation—1948. The vessel will operate under the jurisdiction of the Commander, 13th Coast Guard District.

Duties to be performed by the *Northwind* while on Bering Sea Operation—1948 are generally as follows:

1. Increase logistic service to outlying Coast Guard units. This duty is aimed toward the improvement of the morale of personnel at isolated units, replenishing stocks of fresh and frozen foods, general stores, fuel, etc.

2. Protect and assist the cannery fleet and other shipping.

3. Assist other Federal agencies and the territorial government in law enforcement.

4. Perform duties required of Deputy United States Commissioners and Deputy United States Marshals.

Certain officers of the *Northwind* have been appointed United States Commissioner and United States Deputy Marshal of the 3d Judicial District, Territory of Alaska, to initiate judicial action when the Resident Commissioner or Deputy Marshal is not available.

5. Make annual court cruise.

A request for the court cruise to start from Seward about 15 May 1948 has been received.

6. Perform seal and fisheries patrol in the Bering Sea.

7. Observe and report alien fishing activities in cooperation with other Government agencies.

8. Render medical and other services to natives in cooperation with other Government agencies.

The desirability of extending the cruise of the *Northwind* as far as Point Barrow is being considered. A review of reports covering past cruises of the Coast Guard cutter *Northland* to Point Barrow show her activities to be confined mainly to medical and dental treatment of natives. With this review as a criterion, extension of the *Northland's* cruise as far as Point Barrow seems unlikely.

At the termination of the cruise of the *Northwind* on this Bering Sea operation, a comprehensive report of her activities will be compiled, containing all practicable statistical data as well as a record of transportation furnished and rations issued to natives and destitute mariners. It is believed that from the analysis of this report, information may be gained which will contribute toward emphasizing the essential and curtailing the less important phases of future operations. It is also believed that such a report will serve as the foundation upon which to chart future Bering Sea cruises.

EDITOR'S NOTE.—The USCGC *Northwind*, participated in *Operation Nanook* (Arctic Expedition, 1946) and *Operation High Jump* (Antarctic, 1946-47). As ice breaker she spearheaded both expeditions to the polar regions.

## Commandant Heads U. S. Group at London Conference

Admiral Joseph F. Farley, Commandant, is now serving as chairman of the United States delegation to the International Conference on Safety of Life at Sea which convened at London on 23 April 1948. Eight Coast Guard officers are in the 32-man delegation, including Rear Adm. Halert C. Shephard, Chief, Office of Merchant Marine Safety; Capt. Henry T. Jewell, Chief, Merchant Vessel Personnel Division; Capt. Robert T. Merrill, USCGR, special assistant to the Commandant; and four other officers. Commodore Edward M. Webster (ret.), formerly Chief, Communications Division, and now one of the Federal Communications Commissioners, and Capt. Raymond F. Farwell, USNR, authority on rules of the road who is assigned to Coast Guard Headquarters; are also members of the United States delegation, which includes representatives of the shipbuilding industry, labor, and government.

Most of the maritime nations of the world are attending the conference for the purpose of revising the International Convention on Safety of Life at Sea, signed at London, May 1929. Fourteen technical committees have worked for 3 years on various phases of the United States proposals for the present conference, in which it is hoped to bring the 1929 standards up to date. The United States proposals aim to extend to cargo ships safety measures which were previously applicable to passenger vessels only. The safety measures are expected to fit the framework of the proposed International Maritime Consultative Organization, an organization recommended by the United Nations.

## Ocean Station Vessels

The *Bibb*, as well as a number of other seagoing Coast Guard cutters, periodically performs duty as an ocean station

vessel at ocean station "A" or ocean station "C". The former is located in Denmark Strait, midway between Iceland and Greenland, the latter about midway between Labrador and Ireland; both locations are on main air routes. Hundreds of planes per week now fly across the ocean. A new era of transoceanic air travel is in existence.

The purpose of the ocean station vessel is to provide reasonable safety to air travel. It does this in several ways. It provides a radio beacon by which planes check their progress and midocean position. It tracks planes by radar and supplies the plane with a double check on speed and position. It keeps a record of passing planes for subsequent reference should the plane develop engine trouble or ice up. It gives passing planes data on weather at different levels, enabling the plane to fly at the most advantageous altitude. It supplies meteorological data to weather forecasters on shore, which enables the routing of flights around, or clear of, areas where head winds or icing conditions would be encountered. Well equipped with radio, loran, echo ranging and echo sounding instruments, the ocean station vessel is able to know its geographical position in areas where planes might experience communication difficulties. Often the station vessel can supplement the planes' communications with shore bases and loran position-finding stations.

Should a plane have to land in the ocean, the ocean station vessel can coach the pilot on landing, give him a description of the wave systems and surface winds and then, by high speed circling and oil slicks, modify the sea surface to some extent for the landing. Survivors can be taken from the sea by the vessel itself, when the waters are too rough for small boats or rafts to live. Even though a plane lands remote from a station, there is still hope that the fast cruising ocean station vessels will find survivors.

Surface vessels now avail themselves of the weather and ice data to be had by radio and check their positions by the

radio beacon of the station vessel. If need be, surgery is available in midocean.

There is still a great deal to learn about ocean currents, ice movement, the contour of the ocean floor, the breeding of storms, all important to air and surface navigation and safety. The cruising ocean station vessels are daily adding to that knowledge by their observations taken on station and enroute. The activity is not static; by training constantly and by experiment, the art of search and rescue is constantly reaching greater efficiency. Officers and men are being trained on the stations now manned, for duty on additional stations should the Congress call for their activation. Personnel on shore and at sea in the ocean station program are eager and interested; the duty is stimulating and a challenge to the imagination. It calls for the best efforts of all concerned.

EDITOR'S NOTE.—Condensed from an article written by Capt. Paul B. Cronk, USCG, Commanding Officer of the Coast Guard cutter *Bibb*.

## Rep. Seely-Brown Addresses House on Coast Guard Duties

Congressman Horace Seely-Brown, Jr. (Connecticut), addressed the House of Representatives on 30 March 1948 and told of "some of the most recent and outstanding cases (during the past winter season) which indicate the service that the Coast Guard renders to virtually every part of the United States and also to Alaska. On patrol, day in and day out, Coast Guard cutters perform the arduous duties of ocean station patrol, assisting the Weather Bureau to gather weather information used by trans-oceanic aircraft and ships in both the Atlantic and Pacific. For those cutters, rescue is an important auxiliary duty."

Describing the "gallant rescue" of passengers and crew members of the *Bermuda Sky Queen* by the Coast Guard

cutter *Bibb*, the Congressman then told of the assistance rendered by the *Bibb* to the coast of Maine last fall during the devastating forest fire in that area. "Rescue work done during the time that these weather ships are not on station is typical of them all," he reported.

Rescue of all the crew of the fishing vessel *Cape Ann* grounded at Nauset Beach, Cape Cod, Mass., and of the tanker steamship *Norfolk* at Morehead City, N. C., indicated the " \* \* \* area of much shipping \* \* \* well served by the Coast Guard."

"The northeast portion of the United States relied on the Coast Guard for the continuance of navigation in its ice-bound harbors. Coast Guard ice breakers along the New England coast, on the Connecticut River, on the Hudson, the Delaware, and on Chesapeake Bay, including the Potomac, opened channels to shipping, thus insuring delivery of oil and other heavy goods."

Coast Guard assistance along the Mississippi River, flood relief plans, and rescues on the west coast showed "the Coast Guard provides daily service to numerous \* \* \* craft," the Congressman said.

Ice breaking this spring on the Great Lakes, opened the shipping season weeks ahead of the yearly schedule. "The value of ships and cargo assisted by the Coast Guard in similar operations on the Great Lakes last year amounted to approximately \$700,000,000."

Congressman Seely-Brown pointed out "that these particular instances could have been brought about only by continuing daily readiness on the part of the Coast Guard."

International Ice Patrol, maintenance of over 36,000 aids to navigation, search and rescue, and merchant marine inspection functions all provide a great service by the Coast Guard for the safe operation of our maritime units and "are doubtless responsible for preventing many accidents."

## New Review System Set Up For Life Saving Medals

The Secretary of the Treasury has designated the United States Coast Guard Board of Awards to consider and make recommendations to the Secretary of the Treasury on all cases in which awards of the Gold and the Silver Life Saving Medals are recommended. Previously, recommendations for all life saving awards were reviewed by the Committee on Life Saving Awards, consisting of the Commandant; Chief, Office of Operations; and a member of the legal staff designated by the Treasury Department's General Counsel.

The present board of awards consists of a rear admiral, as president; three senior captains; three senior commanders; and a lieutenant as secretary. The board meets periodically at Headquarters. Primary duty of this board, established in 1944, is to review all recommendations for awards to Coast Guard personnel for services performed under Coast Guard jurisdiction.

## Members of Congress See Helicopter Demonstration

In an exhibition sponsored by the Helicopter Council of Aircraft Industries Association, held at Fort Leslie J. McNair (formerly known as the Army War College) Washington, D. C., on 7 and 8 April 1948, helicopter pilots from the United States Coast Guard, United States Air Force and two commercial aviation companies put their rotary winged craft through a series of maneuvers before a group of Congressmen, members of the armed forces, and other high Government officials.

The primary purpose of the exhibition, which scheduled three "shows" each day, was to demonstrate to members of Congress and others the maneuverability and versatility of the helicopter.

Coast Guard pilots demonstrated the particular usefulness of the helicopter

in certain rescue operations. Making a vertical descent, the helicopter simulated a landing in a small clearing, took on board a "stretcher case" and then made a vertical take-off.

Emergency flotation gear, developed by the Coast Guard for its helicopters, was exhibited. This emergency flotation gear, consisting of "doughnut-like" tubes, normally compressed and securely folded around the landing gear of the helicopter, may be inflated with CO<sub>2</sub> gas by the pilot at will, enabling him to make a landing on water or on marshy terrain.

Demonstrated also was the hoisting arrangement developed by the Coast Guard by means of which a survivor may be removed from a spot inaccessible even to a helicopter. Hovering in the air above the person to be removed, the "hoist" is lowered to him and he is hoisted literally into the cockpit of the helicopter. Should the survivor be in need of medical attention before removal, a doctor could be lowered from the helicopter by means of this unique "hoisting" arrangement.

The United States Marine Corps had three of their rotary winged craft on display. Pilots of the Sikorsky and Bell companies demonstrated the maneuverability and other characteristics of their helicopters and then took interested persons on short flights over the parade ground.

Among the Members of Congress viewing the helicopter demonstration were Congressmen Hand, Poage, Preston, Seely-Brown, Thompson, and Congressman Weichel, all of whom were particularly interested in the Coast Guard features, being members of House committees which handle legislation affecting the Coast Guard.

## Background of the Bering Sea Patrol

As set forth in an article titled "Bering Sea Operation—1948," in this issue of the Coast Guard Bulletin, full resumption of

the Bering Sea patrol is not now being contemplated. Its reactivation in toto at some future date, however, is not entirely beyond the realm of prophesy. For, should Japan regain her sovereignty by peace treaty and be restored as a nation of the world, resumption of the Bering Sea patrol should follow almost as a natural result. The return of Japan as a world power would complete a cycle and the stage would again be set as it was for the convention of 1911.

The convention of 1911, between the United States, Great Britain, Japan, and Russia resulted in the act of 24 August 1912 which gave effect to the convention and directed the President of the United States, "to cause a guard or patrol to be maintained in the waters frequented by the seal herd or herds of sea otter in the protection of which the United States is especially interested, composed of naval or other public vessels of the United States designated by him for such service." Under his orders the Revenue Cutter Service (which in 1915 became the Coast Guard) was assigned to this work. The Bering Sea patrol (in operation since 1868) was then charged with the enforcement of the provisions of the convention of 1911.

A chain of rather colorful events culminated in this convention of 1911, the act of 24 August 1912, and the assignment of the Revenue Cutter Service to the Bering Sea patrol.

The chain of events reaches back to 1787—80 years prior to the cession of Alaska to the United States. From 1787 until 1911, a pattern of "trial and error" was repeated for almost a century and a quarter, aimed ever toward a practical solution of the problem of seal protection:

#### HIGH LIGHTS IN THE PATTERN

The Pribilof Islands, St. George and St. Paul, were discovered by the Russians in 1787. Russian companies were installed on the islands and seals slaughtered without regard to age or sex. Except for a short period of time, 1806 to 1808, during which killing was suspended,

this indiscriminate slaughter continued. The seal herd appeared to be threatened with extinction. Then in 1834 killing was suspended and the taking of seal prohibited except for use as food. In 1835 the principle of killing only male seals was adopted and the herd carefully watched so that when Alaska ceded to the United States in 1867 the number of seals on the Pribilofs was estimated at 5 million.

From 1867 to 1871, under United States possession, the seal herds on the Pribilofs fared badly. The seal islands were "free for all" and one quarter million seals were taken in one season alone. To break the figure down, it amounts to 50,000 seals a month, almost 2,000 per day, or allow for an 8-hour hunting day—200 seals per hour!

As the result of this calamitous experience, the catch was again regulated. Even so, the seal herds continued to fall off. There was money to be had in pelagic sealing. The number of vessels so engaged had doubled. One factor that probably contributed more than any other to the threatened destruction of the herd was the killing of female seals at sea.

Then came the treaty with Great Britain which prohibited all sealing in the Bering Sea from 1 June 1891 through the season of 1893, pending the Paris Tribunal and Award.

The Paris Tribunal and Award (1893) provided a closed season from May 1st to August 1st, and a closed zone 60 miles around the Pribilofs. This had the very heartening effect of reducing killings along the northwest coast of the United States and Alaska from 46,642 in 1892 to 24,101 in 1894.

But the snarl in this seemingly peaceful pattern soon became obvious. The regulations of the Award, as above stated, did protect the herd in the North Pacific in May and June, while en route to their breeding grounds, and in the Bering Sea in July. But the Award had the most unfortunate effect of abolishing the old *modus vivendi* under which the Bering Sea had been reserved as a breeding



ground for seal. Now the Bering Sea, beyond the 60-mile zone, was left open to pelagic slaughter. The results were shameful. In 5 weeks alone, 37 sealing vessels killed 7,000 more seals, mostly females, in the Bering Sea than were killed in 4 months by 95 sealing vessels on the American side of the North Pacific. Once again the seal herd was doomed. Extermination seemed inevitable.

In 1895 a new *modus vivendi* was urged by the Assistant Secretary of the Treasury pending a careful study of the habits, feeding grounds, etc. of the seal herds.

The period from 1895 to 1911, therefore, was given over to studying practical ways and means of protecting the seal herds. This study served a dual purpose. Aimed primarily toward preventing the extinction of seal herds and thus preserving natural resources, it had the altruistic effect of shielding the herds from careless hunters, inclined to "take" mother seals, pups, and unborn seals indiscriminately. It appears that the sporting element, as concerns the hunting of seal, is negligible. Pelagic sealing is almost "easy" due to the seal's habit of sleeping soundly in the water.

In 1911, the convention between the United States, Great Britain, Japan, and Russia resulted in the act of 24 August 1912, and the seal patrol of the Bering Sea patrol was established. Under its protection the seal herds increased from less than 150,000 head in 1910 to almost 2 million in 1938. Pelagic peace had arrived!

It remained for almost 30 years. Then in October 1940, Japan gave notice of her intention to abrogate the convention of 1911. What effect this might have had on pelagic sealing is a matter of conjecture, for with Pearl Harbor, and resultant hostilities the patrol became inoperative. Pelagic sealing was not possible during the war.

At present, Japanese are not permitted to leave Japan except under close supervision of the occupation authorities. The fact that Japan gave notice to abrogate the convention of 1911 does not enter into

the present picture. However, should Japan regain her sovereignty, the fact that she had abrogated the convention, would set the stage as it was in 1911. Who can say that another convention would not then be indicated and resumption of the Bering Sea patrol in its entirety, the result?

## Obligated Service to Follow Enlisted Advanced Training

In order to assure to the Coast Guard the continued services of enlisted personnel who receive advanced training the following policy has been established:

A request for assignment to advanced training will not receive consideration unless the applicant states in his application that he has at least 1 year obligated service remaining on his present enlistment following completion of training; or that if he does not have this year of obligated service he will agree to extend his enlistment for the minimum time required by existing regulations. Advanced training is defined as all training for enlisted men other than the recruit or indoctrination training given to a man upon entrance into the Coast Guard.

The 1-year obligated service following training is a minimum requirement and may be increased for certain schools from time to time. At the present time a period of 2 years obligated service following training is required of applicants for Aviation Electronics Technician's Mate training and advanced stenographic training available to yeomen.

When a man is finally selected for school and is issued orders to proceed for training his commanding officer must insure that Form 2500A, Voluntary Agreement to Extend Enlistment, is executed prior to departure for training. Responsible officers have been directed to review applications and orders for transfer to training to assure that this obligated service requirement is fulfilled.



## Cruises and Aviation on Cadet Summer Program

Sailing from New London, Conn., on 7 June 1948 the Cadet Practice Squadron will visit Ponta Delgada, Azores; London, England; Santa Cruz, Canary Islands; Hamilton, Bermuda; and then return to New London on 14 August. This year the *Campbell* and the *Eagle* will make the 9,115-mile cruise, spending 50 days at sea and 18 days in port. First- and third-class cadets will make this cruise.

This is the first time that the cadet cruise will have Europe on its itinerary since 1937, when the practice squadron visited London, Antwerp, Stockholm, Oslo, and the Madeira Islands.

On 24 July, second-class cadets will begin 3 weeks' aviation training at Eliza-

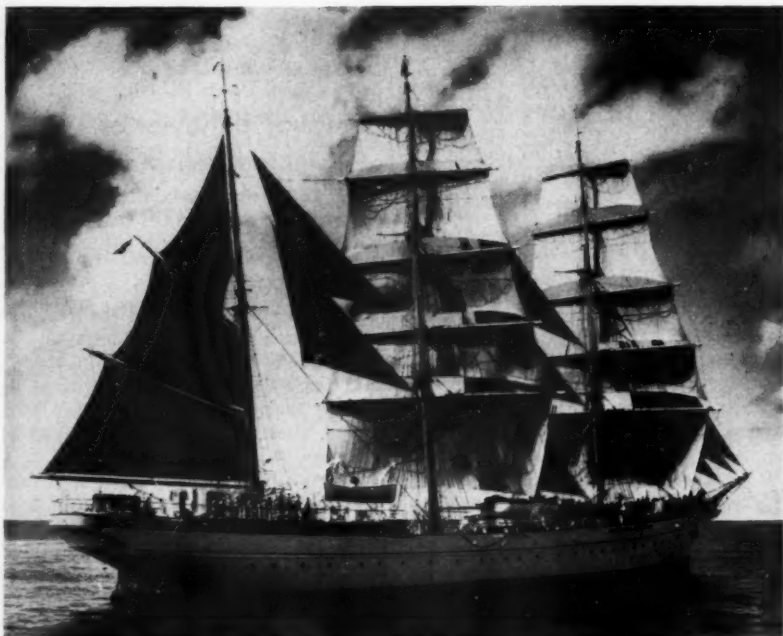
beth City Air Station, after which they will sail on a short cruise.

The new fourth class will enter the Academy in July. After a preliminary term of 6 weeks these new cadets will also make a short cruise of 3 weeks duration.

Members of the first, second and third classes will have 3 weeks annual leave and 1 week on the rifle range before the fall term begins on 13 September.

## Academy Chapel Authorized

The need for an appropriate place for religious worship at the Coast Guard Academy has existed since the Academy was constructed on its present site in 1932. Because of the lack of a suitable chapel, religious services have been held



*USCGC Eagle*—Formerly the German naval training ship *Horst Wessel*, the *Eagle*, a three-masted auxiliary bark, provides ideal training in seamanship for future Coast Guard officers.

in rooms used for lectures, examinations, athletic events, and moving pictures. In recent years, the Congressional Board of Visitors to the Academy have noted the need for a chapel and had recommended its construction.

Public Law No. 209, 80th Congress, authorized the United States Coast Guard to construct a chapel for religious worship by any denomination, sect, or religion at the Academy. This law further authorized the Coast Guard to accept private contributions to assist in defraying the cost of construction of the chapel, the contributions to be received and accounted for under such regulations as the Secretary of the Treasury may prescribe.

On 26 November 1947, the Secretary of the Treasury issued the following regulations governing the receipt of contributions for the chapel:

#### GENERAL PROVISIONS

*Basis and purpose.*—By virtue of the authority contained in the act approved 21 July 1947 (Pub. Law 209, 80th Cong. 1st Sess.) regulations are hereby prescribed to provide for the receipt of, and accounting for, private contributions to assist in construction of a Chapel at the Coast Guard Academy.

*Treasurer.*—All funds received by private contributions shall be accounted for by an officer designated by the Commandant as Treasurer, Coast Guard Academy Chapel Fund.

*Authority to receive contributions.*—The Commandant may authorize persons, groups or committees to receive contributions to the Coast Guard Academy Chapel Fund and the Treasurer shall furnish all persons receiving funds a supply of blank receipt forms.

#### CONTRIBUTIONS

*Receipt for contributions.*—The immediate receiving person shall give proper receipt for all contributions, receipts shall be prepared in dupli-

cate, one copy for the contributor and the other copy to accompany the contribution. Contributions may be made by check. In such cases the check should be made payable to Treasurer, Coast Guard Academy Chapel Fund.

*Accountability.*—All contributions shall be forwarded to the Treasurer, Coast Guard Academy Chapel Fund, Coast Guard Headquarters, Washington, D. C., for deposit in the United States Treasury according to existing regulations governing official funds to the credit of the following receipt account: "20-8535-Donations for Chapel, Coast Guard Academy".

A decision from the Commissioner of Internal Revenue indicates that contributions (toward the construction of the chapel) are deductible for income tax purposes on the part of the contributor.

Plans are now being made at Coast Guard Headquarters for the organization of suitable committees to receive funds for the new chapel.

## Unusual Behavior of A Lighted Bell Buoy

On 12 February 1948, Off Rock Harbor Lighted Bell Buoy 2 was reported missing from its charted position off Rock Harbor, Mass.

This fact in itself is not unusual. Buoys do ride away when the ice packs surrounding them begin to move.

On 25 February 1948, Off Rock Harbor Lighted Bell Buoy 2 was discovered on North Dennis Beach, Cape Cod Bay, Mass., some 9 miles from its charted position.

Nor is this fact deserving of more than passing comment. Buoys have been known to travel for hundreds of miles from their charted positions.

It was the manner in which our wayward bell buoy came to rest, on the sands of North Dennis Beach, that made the behavior of Off Rock Harbor Lighted Bell Buoy 2, not only unusual but, it might even be said, outstanding. Our errant bell

buoy was discovered standing upright, high and dry, its base or tube firmly imbedded in three feet of hard sand. This is something that should not happen even to an unlighted bell buoy.

It is only fair to mention the fact that our bell buoy was not unattended when found on the sands of North Dennis Beach. Also present were one 6,000-pound sinker and 20 fathoms of 1½-inch chain. These had accompanied the bell buoy on safari.

According to tradition, precedent, rule, or whatever it is that governs the movements of well behaved bell buoys, no bell buoy of the type and size of Off Rock Harbor Lighted Bell Buoy 2, should ever be found in less than 14 feet of water. It is reported that at the spot where our bell buoy was found, the water even at high tide is never more than 5 feet deep.

Heavy ice conditions had prevailed in the area off Rock Harbor, Mass. It must have been a noble mass of ice indeed, stalwart enough to lift our 8-ton bell buoy from its position and carry it away. Fast in the ice, our bell buoy, complete with sinker and chain, journeyed to the sands of North Dennis Beach. There to be abandoned as the fickle ice mass melted away.

Among the annals of the Coast Guard there is to be found no account of such behavior in the past on the part of a bell buoy.

It is believed that the behavior of Off Rock Harbor Lighted Bell Buoy during the period 12 to 25 February 1948, is honestly entitled to the term "unusual".

## International Ocean Airlines Use Loran

Loran service in the North Atlantic is provided by an international chain of stations operated by the United States, Canada, Iceland, Denmark and the United Kingdom. This service was originally used chiefly by United States Naval and military services but shortly after the end of World War II it began to be used extensively by the United States Civil

Airlines flying the ocean air routes. Gradually it has also come to be used extensively by merchant ships of various nations. Several European airlines have gradually inaugurated transatlantic service and it has been learned that these airlines have made trials of various navigational systems. Recently, inquiries were made of several of these ocean airlines to determine what navigational systems are actually being used most extensively.

*Air France.*—Representatives responsible for operations, communications, and navigation for this carrier were contacted. From them it was learned that Air France at the present time has a schedule of 10 flights (5 round trips) weekly over the North Atlantic route and all aircraft are equipped with Loran. Loran is used as a primary aid to navigation and so important is the service considered to their operations that they desire that all changes or interruptions in Loran service, even those of temporary nature, be made known to their aircraft en route as soon as possible. Request was made, therefore, that Notices to Airmen regarding interruptions to Loran service be immediately transmitted by radio to aircraft in the air. In connection with Loran service in general the statement was made by Air France that service west of 30° west longitude was, of course, much superior to that east of this meridian.

*British Overseas (BOAC).*—An operations representative for this British line was contacted. BOAC conducts 18 flights (9 round trips) weekly and all their aircraft are Loran equipped. The BOAC representative strongly expressed the desire to have Loran service changes disseminated as promptly as possible to aircraft in flight. Discussions brought to light the fact that so reliable was Loran navigation in transatlantic runs that it was necessary for BOAC to publish an operational order to navigators on that route requiring them to make at least one celestial observation each trip. This was done to keep the navigator proficient

in taking celestial sights which were being taken much less frequently due to the reliance they could place on Loran positions. The BOAC representative stated further that with respect to the use of Consol by their aircraft—it was seldom used; that on those rare occasions when its use was considered advisable, Consol was employed primarily as a high power beacon for taking automatic direction finder bearings.

*Sebena Airlines*—The Belgian representative for this line was, without doubt, an "all out" supporter of Loran. He stated that their aircraft were making approximately six flights (three round trips) weekly and that all were Loran equipped. This representative stated that he had personally used Loran since its initial installation in the North Atlantic and that he had found very few periods when it was not possible to obtain Loran fixes due to atmospheric conditions, and that these periods, when encountered, were only for a few hours duration.

*Irish Airlines*—The Irish Airlines expect to start scheduled operations about the end of April and the schedule will probably be six flights (three round trips) weekly. All of the aircraft will be Loran equipped. The Irish representative stated Loran was used on the survey flights for establishing the route and that his pilots said it was the best thing they had ever seen.

*Scandinavian Airlines*—At the present time Scandinavian Airlines are not using Loran equipment in their North Atlantic operations. However, equipment has been purchased and a test installation is to be made on one of their aircraft, possibly during the month of May. The decision of whether to equip all of their planes will be made after consideration of the results obtained with this test equipment.

*Dutch (KLM) and Canadian (TCA)*—The only other known foreign air carriers operating the northern routes of the North Atlantic are the KLM Dutch Airlines and the Trans-Canada Airlines, both of which air carriers have previously ad-

vised the Coast Guard by letter that they were using Loran extensively in these operations.

In summary, practically all foreign carrier aircraft now operating Atlantic transoceanic flights where Loran service is available are equipped with Loran and are using it as a primary aid to navigation. From the contacts and the discussions referred to above with these foreign carriers it is evident that they are of a common feeling that existing Loran in the North Atlantic should be retained for the safe and efficient operation of their aircraft. Any discontinuance of the Northeast Atlantic Loran chain would undoubtedly be a serious set-back to their maintenance of reliable schedules and service.

The present Loran service is the first widely established electronic navigational system to become extensively used jointly by air and surface transportation, with the consequent economy and improved quality of service made possible by this mutual usage.

## Commodore McElligott Speaks before Reserve Officers Group

Commodore R. T. McElligott, Chief, Office of Personnel, last month in an address to the Cleveland Chapter of the Reserve Officers Association of the United States, said that "historically the Coast Guard (and its predecessors the Revenue Marine and the Revenue Cutter Service) is a changing—not a static military organization."

"The history of the Coast Guard," said the commodore, "reveals that its place in the Government structure is as logical now as when first conceived in 1790." Outlining the Nation's early history from the 1780's to the early 1800's, Commodore McElligott described the circumstances leading to the establishment of the Coast Guard in 1790. Pointing out that the Coast Guard had taken part in every war in which this country has engaged, the

commodore traced briefly the history of the service and the development of its various duties.

The commodore spoke in more detail on such present day duties as life saving and assistance operations, maintenance of ocean weather stations, marine inspection activities, the aids to navigation program, maritime law enforcement, and the international ice observation and patrol service.

## Campaign Medals Will Be Distributed After 1 June

Beginning 1 June 1948, eligible Coast Guardsmen will receive their American, European-African-Middle Eastern, and Asiatic-Pacific Campaign Medals. The medals will be distributed by the commanding officers of personnel on active duty. Personnel who are on inactive duty, or who have been discharged or disenrolled and whose war service was honorable, will receive their medals at various distribution centers. Personnel who have been separated from the Service must furnish official proof of their eligibility for the awards.

Details of eligibility for the American, European-African-Middle Eastern, and Asiatic-Pacific Campaign Medals are being sent to all Coast Guard units in a personnel circular, which will also describe the procedure for issuance of the medals.

Engagement stars are authorized to be worn on the suspension ribbon of the medal, but will not be issued. Engagement stars are obtainable through stores selling military supplies. The new personnel circular brings up to date the lists of authorized operation and engagement stars.

The Navy Occupation Service Medal and the China Service Medal are not being distributed at this time.

## Cape May Receiving Center To Replace Mayport Station

About 1 June 1948 a new receiving center will be commissioned at Cape May, N. J., replacing the present training station at Mayport, Fla. Function of the new receiving center will be the initial classification, outfitting, and indoctrination of recruits.

The primary reason for the move is to locate more centrally the Service's facilities for handling recruits. Most of the Coast Guard's large patrol cutters in the Atlantic are based at Boston, New York, and Norfolk.

Cape May Receiving Center will have facilities for 500 personnel, including its own staff and a maintenance staff for reserve vessels laid up at the Coast Guard Mooring, Cape May. The receiving center and the moorings are located on the same reservation. Training accommodations will provide for classification and indoctrination of up to 200 recruits per month. In addition, each recruit will receive his first clothing outfit and standard inoculations at the receiving center.

In order to make the services of the maximum number of personnel available for the Coast Guard's peacetime duties, the time that the recruit will spend at Cape May will be of a minimum length necessary for basic indoctrination, probably 5 or 6 weeks. During that period the receiving center intends to equip the man with fundamental knowledge of seamanship and instill in him a basic understanding of Coast Guard duties. Further training continues while the recruit serves on his first Coast Guard assignment.

Mayport Training Station has trained 4,000 Coast Guard recruits from 8 July 1946 when it was established, to the beginning of March 1948. The station had facilities for 650 personnel, including recruits and training staff.

## Academy Schedules Full Commencement Program

Rear Adm. W. N. Derby, Superintendent, has announced the program for graduation week at the United States Coast Guard Academy. Beginning with the ring dance on Saturday evening, 29 May 1948, there will be a series of daily events including intercompany and interclass boat races, competitive infantry drills, band concerts, and various athletic contests.

Highlight of the entire program will be the commencement exercises on Friday, June 4th at 2:30 p. m. when members of the graduating class will receive their bachelor of science degree and commission as ensign, United States Coast Guard.

The traditional Alumni Association dinner Friday evening, June 4th will mark the close of the week's activities.

The entire commencement program is as follows:

### Commencement Program

#### SATURDAY, MAY TWENTY-NINTH

9:00 p. m. Ring dance

#### SUNDAY, MAY THIRTIETH

11:00 a. m. Baccalaureate service

#### MONDAY, MAY THIRTY-FIRST

9:00 a. m. Platoon preliminary drill

11:00 a. m. Groton Training Station picnic for Cadet Corps and guests

#### TUESDAY, JUNE FIRST

9: a. m. Intercompany sailing and tennis

11:00 a. m. Interclass pulling boat races

1:00 p. m. Softball game—first class vs. officers

#### WEDNESDAY, JUNE SECOND

9:00 a. m. Intercompany softball game

4:00 p. m. Superintendent's Reception to the graduating class and their guests

7:00 p. m. Band concert

8:00 p. m. Evening parade

#### THURSDAY, JUNE THIRD

9:30 a. m. Competitive infantry drill

1:00 p. m. Alumni association luncheon for the graduating class

9:00 p. m. Formal graduation dance

#### FRIDAY, JUNE FOURTH

10:30 a. m. Alumni Association business meeting

12:00 noon Superintendent's luncheon for official guests

1:30 p. m. Review of Cadet battalion

2:30 p. m. Commencement exercises

7:00 p. m. Alumni association dinner dance

#### Distribution (SDL No. 32):

A: a, b, c (5 ea); d, e, f, i (3 ea); remainder (1 ea).

B: c (14 ea); f, g (7 ea); e, h, i, l (5 ea); j (3 ea); k (2 ea); remainder (1 ea).

C: a, b, c, d (3 ea); remainder (1 ea).

D: all (1 ea).

Lst 118 (Foreign).



ion  
rps

and

coat  
ass

ball  
rep-  
ing  
ests

trill  
ch-  
ing

e

nsi-

eon

ont-

ses  
ner